THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 17. CLEVELAND, O., APRIL 29, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The Magnetic was in Globe drydock to have a leak stopped.

W. B. Scott, of W. B. Scott & Son has been appointed Marine Inspector for the lake board of underwriters for 1886.

The harbor tug George Hand, of Buffalo, arrived at this port last week. She leaves for Oscoda, where it is understood she is to be used as a fire tug.

The railroad companies have advanced the rate for unloading ore at this port two cents per ton. It is possible that the advance is general at all ports on the south shore.

A. C. McLean has purchased a one-third interest in the steambarge D. W. Powers. Consideration $6,000. Also one-half interest in the tug Willie Brown. Consideration $1,000.

The transactions recorded since our last issue comprise the tug Dragon of Ashtabula, whole, William Downs to Wm. S. Kunkle two-thirds and H. M. Kunkle one-third; consideration $7,000. Tug Red Cloud one-half, Catherine Down to Wm. S. and H. M. Kunkle; consideration $4,500. Schooner Venture, one-half, O. F. Capron to W. A. Norris of Conneaut, price $500.

The yacht Cora and steam yacht Winnifred were in Globe drydock Tuesday. The Cora had her bottom calked and painted and deck and topsides calked. Captain George W. Disbrow will sail her again this season. The steam yacht Winnifred had her bottom smoothed up and painted, her stem strengthened and some repairs made to her boiler. Captain James Williams still continues in command.

Captain H. Gerlach has bought of Williams Brothers the boat house and business at Rocky River. During the 13 years that Williams Brothers have run this business there no mishap or loss of life has occurred, and it may be believed that under Captain Gerlach's management the same care will be taken to insure against accident. Mr. Gerlach is owner of the yacht Lulu, and she will be added to the facilities at the river for pleasure parties.

Captain Carter, of the schooner Julia Willard, and the master of the schooner Venus, both trading to Kelley's Island in the stone trade, have placed buoys over the wreck of the old schooner Exchange, sunk about 120 feet off the railroad dock at that port. There are ten feet of water between the buoys and dock. The Exchange has caused much damage to vessels and should be removed by the government. Captain Carter deserves much credit for marking the position of the wreck.

John Thomson, who has been seriously ill for a number of weeks, is improving slowly. Although he has been absent from his works during this time all orders for vessel work have been promptly attended to by Mr. Mead. If Mr. Thompson would abide by the advice of his physician and remain away from the shop until he has fully recovered it would be an act of wisdom on his part and he will be able sooner to attend fully to his business than by adopting the opposite course.

The new iron steam yacht 246, built at Cramp's shipyard, Philadelphia, last year on their own account, was sold recently to S. V. Harkness & Company, of Cleveland, O., for service on the great lakes. The consideration has been kept private. The yacht is 166 feet long, 22 feet beam, and 13 feet depth of hold. She has triple expension engines of 1,200 horse power. The state rooms, saloons, and other apartments are below deck, and are fitted up with fine woods. In the yacht race last July, from Larchment to New London, the 246 came in second among a dozen competitors, winning two silver cups.

Appointments to the Bradley fleet have been made as follows: Propellers Henry Chisholm, Captain Henry Stone; City of Cleveland, Captain James Stone; E. B. Hale, Captain James Lawless. Selah Chamberlain, Captain Albert Greenley. Sarah E. Sheldon, Captain M. Mulholland; J. S. Fay Captain J. A. Holmes; Superior, Captain C. Moran; R. P. Ranney, Captain Fred H. Rae. Schooners John Martin, Captain Thomas Jones; D. P. Rhodes, Captain Fred Greene; Fayette Brown, Captain Henry E. Judson; J. F. Card, Captain M. H. Place; Negaunee, Captain D. M. Becker; S. J. Tilden, Captain L. Stough; Ahira Cobb, Captain Joseph Moffatt; Sandusky, Captain B. Nelson; S. H. Kimball, Captain S. A. Spear; Samuel P. Ely, Captain W. W. Brown; Alva Bradley, Captain A. B. Parsons; David Wagstaff, Captain Joseph Lampoh. Thomas Quayle, Captain J. V. Thomas. Tug Forest City, Captain John Wysoon.

CHICAGO.

Special to the Marine Record.

The Western Transit & Union Company's steamships, which had been laid up at this port during the winter, departed for Buffalo Saturday noon on their first trip of the season, laden with grain and merchandise. They passed the lighthouse in the following order: Milwaukee, Captain Carlisle; Syracuse, Captain Robert Jones; B. W. Blanchard; H. J. Jewett, Captain Robinson; Buffalo, Captain James Drake; Rochester, Captain Moore. Off the crib the Syracuse was leading, with the Jewett close in her wake, the others following close up.

Captain Robert Blackburn, formerly of the schooner Hershel, has purchased the schooner Mary Ludwig; consideration, $1,700. He intends to sail her.

The steambarge Swallow, Captain Andrew Flagstead, arrived Sunday with lumber from White lake, her first trip this season.

Captain John Lang, formerly of the schooner W. H. Dunham, is in command of the schooner Willie Loutit this season.

Captain Wm. Disher is in command of the schoonor A. J. Mowry.

The schooner Mercury, Captain L. Sterling, made her first appearance at this port this season Monday morning. She was laden with lumber from Ludington, and looks much improved by her part rebuild at Milwaukee during the winter.

Captain William Johnson's fleet will be commanded as follows: Schooner Olga, Captain James Field; schooner Clara, Captain Wm. Brown; schooner Alice, Captain H. M. Hanson; schooner Goodman, Captain Thomas Hanson; schooner Vega, Captain Charles Beckstrom. The above captains have been in the employ of Captain Johnson, on an average of ten years. The fleet has received thorough spring outfits, and is ready for a good season's work.

Miller Brothers have laid the keel for a new fire boat for this city, 95 feet keel, 105 feet over all, 23 feet beam, 9 feet depth of hold. She will have two high pressure engines 19 by 20, which will be built by C. Elmes, and a boiler 11 feet shell, 16 feet long of 5/8 Otis steel, to be built by J. Mohr. She will have all modern improvements, and will, when complete, cost about $35,000. She is to be ready by July next.

The schooner Oak Leaf having received a thorough rebuild, now classes A2. She will start on her first trip this week and will go to Peninsula Point for a load of posts and telegraph poles. Captain Neal Blaney will command her and he feels very proud of her.

Captain E. A. Skinner left here Tuesday for West Bay City to take command of Captain James Davidson's new experimental log carrier.

The Anchor Line Company's fleet left Saturday evening for Buffalo. Propeller Clarion, Captain W. P. Garden, with consort Allegheny, Captain Plumb; propeller Ansel Young, Captain O'Neil, and consort Schuylkill, Captain George Blair. Schooner Schuylkill arrived here from Milwaukee in tow of the tug Morford early Saturday morning and loaded wheat at the city elevator.

Chester's patent fog horns have been all the rage of late, ten of them having been sold to captains of schooners at this port during the last ten days.

The schooner Helen Pratt, Captain James Clark, has had considerable work done on her during the winter, comprising new bulwarks, covering boards and quick work. She rates B1 again.

The Chicago board of marine underwriters met and adopted the following rates of cargo insurance, to take effect May 1st: Lake Michigan ports, 25 cents; Lake Superior ports, 40 cents; Lake Huron ports, 30 cents; Lake Erie ports, 40 cents; Lake Ontario ports, 55 cents; Ogdensburg, 60 cents. It was decided not to quote rates on cargoes shipped in B1 vessels. Companies may write special certificates covering that class of risks, at their option.

Sailors' wages are $1.50 and $1.75 per day. The union is making no demands. Men are plentiful.

The steamship George T. Hope, Captain Welcome, arrived Monday evening, and was the first of the Buffalo fleet to arrive at this port this season, followed soon after by the Escanaba, Kasota, Australasia and Oceanica. They were all coal laden except the Escanaba which came up light. The Tacoma arrived Tuesday morning, also with coal from Buffalo.

The T. W. Harvey Lumber Company's fleet will be commanded as follows: Steambarge Samuel Joseph, Captain John Connelly; schooner Delos de Wolf, Captain A. J. Brown; schooner Adriondac, Captain John Walker; schooner Horace H. Badger, Captain John Bailey. The Delos de Wolf has been converted into a three and after and received new decks and a new cabin which has been placed on deck. The other vessels of the fleet have received first-class spring outfits and are ready to make a start.

The steambarge C. H. Green, with her consorts the Mattie C. Bell and Rosa Sonsmith, coal laden, arrived Sunday evening from Port Huron where they were forced to lay up in consequence of bad weather in December last. They were the first arrivals through the Straits, at this port this season.

Captain Paul who commanded the passenger steamer Kemp which ran between Duluth and Port Arthur last season, has command of the steamer A. Booth. She left here Saturday for Manistique.

The steamer F. R. Anderson will be in command of Captain A. V. Lindquist again this season. She left Chicago for Escanaba Saturday and will cruise around the north end of Green Bay and the Islands, making purchases of fish for her owners, A. Booth & Son.

The schooner Winnie Wing in tow of the tug A. G. Van Schaick, lost her jibboom and some head gear, and the tug had her smoke stack and pilot house badly damaged, in coming up the river, near State street bridge Monday evening. They were trying to pass the steamship George T. Hope, also coming up the river, when the accident occurred.

At Miller Brothers' drydocks the schooner Live Oak was on dock and got some new plank and was recalked all over. She also received a new main mast; the steambarge Mary Groh was in for a general overhauling; the schooners Bay State, Wanetee, and Truman Moss to have leaks stopped; the tug Holliday to have stern bearing fixed; the schooner Gesine for recalking; the steamer Lora for a new wheel; the steambarge Daisy Day for a new shoe and rudder; the tug A. A. Carpenter for bottom calking and fixing stern bearing; the tugs G. W. Gardner and J. W. Parnelee were at the derrick and had their stern bearings fixed, and the tug Satisfaction had her rudder shipped.

List of officers of the Lake Michigan and Lake Superior Transportation line of steamers for the season of 1886: City of Duluth, Captain Lyman Hunt; engineer, Henry Chalk; clerk, J. Wilcox; steward, Frank McQuillan. Peerless, Captain Allan McIntyre; engineer, Wm. Conley; clerk, J. J. Hogan; steward, F. M. Cummings. J. L. Hurd, Captain H. C. Page; engineer, Wm. Laland; clerk, C. A. Possman; steward, E. M. Bassett. City of Fremont, Captain Alex Clark; engineer, S. W. Armstrong; clerk, H. J. Seaton; steward, T. F. Heally. Jay Gould, Captain H. R. McCauley; engineer, Joseph Quinn; clerk, W. B Johnston; steward, James Shaw. Bessemer (late J. R. Whiting), Captain John McArthur; engineer, A. S. Grandy. Schooner Guiding Star, Captain L. C. Cole.

The City of Fremont has received extensive repairs during the past winter. She left this port Monday night for Duluth and intermediate ports with a full cargo of merchandise and several passengers.

The Peerless has been put in splendid condition and left Chicago for Duluth on Wednesday with passengers and merchandise.

The City of Duluth which has received an extensive rebuild at Buffalo, is expected to arrive here Monday next, when she will start on her route to Lake Superior.

The J. L. Hurd will leave here the latter part of this week.

At the Chicago Drydock Company's the schooner Z. Y. M. C. A. had her decks calked, some new rail, and a new forecastle on deck; the barges A. A. Carpenter and S. M. Stephenson had their ceiling calked; the schooner Barbarian got some calking and overhauling; the steamer John A. Dix is getting a general fixing up for the excursion business; the tug Robbie Dunham was at the derrick and had a line taken out of her wheel.

WILLIAMS.

MILWAUKEE.

The handsome new steambarge just completed at Wolf & Davidson's yard, was successfully launched before a large crowd of spectators. The new craft was christened W. J. Carter, the name of her master, and part owner, Captain Carter owning one-quarter interest, and Hardee, Cook & Co., of Chicago the remainder. Her length is 130 feet over all, 27 feet beam, and 9 feet depth of hold. The Carter has a carrying capacity of 275,000 feet of lumber, is designed especially for the lumber trade, and will probably ply between Chicago and Hamlin, Mich. Her machinery was built by James Sheriffs. The barge is iron strapped and is classed A 1. It is thought she will be very speedy. Her cost complete, will be about $19,000.

The schooner Homer, grain laden from Chicago, came in Monday leaking and with one pump broken. The schooner Boaz also arrived leaking badly. Her crew had a long seige at the pumps, and jettisoned much of her cargo to save her.

OWEN SOUND.

The C. P. railroad steamers are being rapidly put in shape to commence plying: Following is a list of the officers. Athabasca, Captain James Foote; first officer Geo. Simpson; second officer Jas. W. Hastings; chief engineer, Thos. Pettigrew; first assistant, Jno. Kelly. Alberta, Captain Anderson; first officer, J. McAllisten; second officer not yet appointed; first engineer, D. McLean; second engineer, J. Wilson.

The Campana intends starting on her regular route immediately on the opening of navigation. The officers for the coming year are: Captain J. McNabb; first officer, A. Cameron; second officer, Hans Halvoursen; chief engineer, A. Cameron; second engineer, not yet appointed, but very likely to be S. McFee.

MARITIME LAW.

INSURANCE—SUBROGATION—BILL OF LADING—STIPULATION THAT CARRIER MAY HAVE BENEFIT OF INSURANCE EFFECTED UPON GOODS—CONSTRUCTION.—PHŒNIX INSURANCE CO. VS. ERIE & WESTERN TRANSPORTATION CO.

Supreme Court of the United States. Appeal from the U. S. Circuit Court, Eastern District of Wisconsin.

The insurer can take by subrogation nothing but the rights of the assured.

If the assured has no right of action, none passes to the insurer and if the assured's right of action is limited or restricted by lawful contract between him and the person sought to be made responsible for the loss, a suit by the insurer, in the right of the assured, is subject to like limitations and restrictions.

Any lawful stipulation between the owner and carrier of goods, limiting the risks for which the carrier shall be answerable, supplies in the suit brought in the right of the owner for the benefit of the insurer against the carrier.

While a carrier cannot by stipulation exempt himself from the consequences of his negligence he may obtain insurance against the loss of the goods though occasioned by his negligence, and may lawfully stipulate with the owner to be allowed the benefit of the insurance voluntarily obtained by the latter.

Such a stipulation, being valid as between the owner and the carrier, prevents the owner himself or the carrier, who can only sue in his right, from maintaining an action against the carrier upon any terms inconsistent with this stipulation.

So where bills of lading contained the stipulation that the carrier "shall have the benefit of any insurance effected upon the goods," and the goods were lost by the carrier's negligence, and the insurance company which had insured the goods, having paid the owner as for a constructive total loss, brought this action against the carrier for the amount so paid, held, that it could not recover beyond the amount allowed in the general average adjustment.

This was a libel in admiralty against a common carrier by an insurance company which had insured the owners upon the goods carried, and had paid them the amount of the insurance, and claimed to be subrogated to their rights against the carrier. The defence relied on was that, by a provision of the contract of carriage, the carrier was to have the benefit of any insurance upon the goods. The District Court held that this provision was valid, and therefore no right of subrogation accrued to the libelant, and entered a decree accordingly. The libelant appealed to the circuit court, which found the following facts:

The respondent was a Pennsylvania corporation, authorized to carry on the business of lake transportation was engaged in business as a common carrier and owned a line of propellers, running between Erie and other ports on the lakes, called the Anchor Line, one of which propellers was the Merchant.

On July 24, 1874, the firms of A. M. Wright & Co. owners of 16,325 34 bushels of corn, worth $8000; Elmendorf & Co., owners of of 800 bushels corn, worth $600 and Gilbert, Walcott & Co., owners of 370 bushels of corn and 689 bushels of oats, together worth $800, caused to be shipped on board the propeller Merchant, then lying at Chicago, and bound for Erie, the grain aforesaid, consigned to themselves at other places beyond; and severally made oral agreements with the respondents by which, in consideration of certain stipulated freight, the respondent agreed to transport the several parcels of grain from Chicago by way of the lakes to Erie, and thence to forward them to their ultimate destinations; and it was tacitly understood that bills of lading for the shipments would be subsequently issued to the shippers, but nothing whatever was said respecting the terms and conditions thereof.

After the goods had been received on board and the propeller had departed on her voyage the respondents delivered to the shippers, respectively, bills of lading, each of which described the goods as shipped on the propeller Merchant and adressed to the owners by name at their ultimate destination; fixed the rate of freight from Chicago to that destination; and contained an agreement that goods should be "transported by the Anchor Line, and the steamboats railroad companies and forwarding lines with which it connects until the said goods shall have reached the point named in the bill of lading, on the following terms and conditions," among which were these:

"The said Anchor Line and the steamboats, railroad companies and forwarding lines with which it connects and which receive said property shall not be liable" "for loss or damage by fire, collision or the dangers of navigation while on seas, bays, harbors, rivers, lakes or canals. And when grain is shipped in bulk, the said Anchor Line is hereby authorized to deliver the same to the Elevator Company at Erie, as the agent of the owner or consignee, for transshipment (but without further charge to such owner or consignee) into the cars of the connecting railroad companies or forwarding lines; and when so transhipped in bulk the said Anchor Line and the said connecting railroad company or carrier shall be and is, in consideration of so receiving the same for carriage, hereby exempted and released from all liability for loss, either in quantity or weight and shall be entitled to all other exemptions aud conditions herein contained."

"It is further agreed that the Anchor Line and the steamboats, railroads and forwarding lines with which it connects, shall not be held accountable for any damage or deficiency in packages, after the same shall have been receipted for in good order by consignees or their agents, at or by the next carrier beyond the point to which this bill or lading contracts."

"It is further stipulated and agreed that in case of any loss, detriment or damage done to or sustained by any of the property herein receipted for, during such transportation, whereby any legal liability or responsibility shall or may be incurred, that company alone shall be held answerable therefor in whose actual custody the same may be at the time of the happening of such loss, detriment or damage; and the carrier so liable shall have the full benefit of any insurance that may have been effected upon or on account of said goods."

"And it is further agreed that the amount of the loss or damage so accruing, so far as it shall fall upon the carriers so above described, shall be computed at the value or cost of said goods or property at the time and place of shipment under this bill of lading."

These bills of lading were received by the shippers without protest or objection and were signed by Elmendorf & Co. and by Walcott & Co., but not by A. M. Wright & Co.

The bills of lading were received by the shippers without specially reading the terms and conditions, their attention was not directed to them, nor was anything said respecting them; and no reduction in freight from the rate stipulated in the oral agreement was made in consequence of these terms, conditions or other considerations paid therefor; but the shippers had often before shipped goods by this line under similar and thereby knew, or had every contracts, opportunity of knowing, the contents of these bills of lading.

The propeller completed the lading of the goods during the evening of July 24, 1874, and about midnight departed on her voyage. About 10 o'clock the next morning in a dense fog she was stranded on the western shore of Lake Michigan, about ten miles south of Milwaukee, through the negligence of those managing her, and immediately filled with water, and all the grain became wet and damaged; 1200 bushels of it were thrown overboard to get of the vessel, and 5188 bushels were brought into Milwaukee in a perishable condition, and were then sold for the sum of $1,037,60, which was retained by the respondent.

On said 24th of July the libelant, a New York corporation, authorized to transact a general lake and insurance business, insured the shippers, at their request and expense, against loss or damage to their shipments from perils of the seas and other perils; and issued to them certificates of insurance for $8,000, $520 and $700, respectively in this form:

"No, 627, The Phœnix Insurance Company, New York, $8,000. Chicago July 24, 1874. This certifies that A. M. Wright & Co. [are] insured, under and subject to the conditions of open policy No. 2263 of the Phœnix Insurance Company, in the sum of eight thousand dollars, on corn on board the propeller Merchant, at and from Chicago to Erie. Loss payable to assured, order hereon, and return of this certificate.

CHAS. E. CHASE, Agent."

The policy of insurance, referred to in these certificates insured "Charles E. Chase, on account of whom it may concern," "lost or not lost, at and from ports and places to ports and places, on cargo, premiums to be settled monthly upon all kinds of lawful goods and merchandise laden or to be laden on board" any vessel or vessels; and was otherwise in the usual form of an open policy of insurance for $1,000,000 against marine risks, including perils of the seas, "barratry of the masters and mariners, and all other perils, losses and misfortunes that have or shall come to the hurt, detriment or damage of the said goods and merchandise or any part thereof;" and contained these provisions: "The company are to be entitled to premiums at the usual rates on all shipments, reported or not. It is warranted by the assured to report every shipment on the day of receiving advices thereof, or as soon thereafter as may be practicable, when the rate of premium shall be fixed by the president or the vice-president of the company." "No shipment to be considered as insured until approved and endorsed on this policy by C. E. Chase, agent."

The shipments were duly approved and endorsed on the policy. On August 19, 1874, the shippers abandoned the goods to the libelant as a total loss, by written instruments, substantially alike, the material part of the one executed by A. M. Wright & Co being as follows:

"Chicago, August 19, 1874. For and in consideration of the sum of eight thousand dollars, the receipts whereof is hereby acknowledged we do by these present assign, transfer, cede and abandon to the Phœnix Insurance Company all our right, title and interest in and to the property hereinafter specified and to all that can in any way be made, saved or realized from the damage or loss, reported to have occurred, by reason of which a claim of payment has been made by us, with full power to take and use all lawful ways and means and (at the risk and expense of the Phœnix Insurance Company) to make, save and realize the said property, to wit, 16,325 34 bushels of corn, as per bill of lading and invoice, shipped on board the propeller Merchant, bound from Chicago for Erie, and covered by insurance with the Phœnix Insurance Company by open policy No. 2263, certificate No. 627, under date of July 24, 1874."

In consequence thereof, the libelant paid to the shippers the amount of the insurance as and for a constructive total loss.

A general average adjustment was made on September 2, 1874, and re-adjusted on February 15, 1875, awarding to the libelant the sum of $2,466.12 on account of these shipments.

The circuit court made and stated the following conclusions of law:

1. That the bills of lading were the contracts by which the rights of the parties were to be governed. 2. That under them the respondents became liable to the shippers for the value of the shipments, by reason of the negligent loss of the same, and that the shippers had rights of action therefor. 3. That by the abandonments, the libelants did not succeed to the rights of action of the shippers, by reason of the stipulation contained in the bills of lading, that "the carrier so liable shall have the full benefit of any insurance that may have been effected upon or on account of said goods." 4. That the libelant was entitled to recover the sum of $2,466.12, awarded to it in the general average adjustment re-adjusted as aforesaid, with interest thereon.

The circuit court entered a decree for the libelant for this sum only, and the libelant appealed to this court.

Mr. Justice Gray, after stating the case as above reported, delivered the opinion of the court.

It being found as a matter of fact that the lading of the goods on board the propeller was not completed until the evening of the 24th of July, that she departed on her voyage about midnight and that the bills of lading were not delivered by the carriers to the shippers until after her departure, it is clear that the bills of lading were not actually delivered until the 25th. But it being also found that oral agreements for the carriage were made on the 24th, with the understanding that bills of lading would be subsequently issued, and that the shippers, having often before shipped goods by this line under similar bills of lading, knew or had every opportunity of knowing, their terms and conditions; it is also clear that the bills of lading were but a putting in form of the oral agreements made on the 24th, and took effect as if they had been delivered and accepted on that day.

The certificates to the agent of the insurance company, without which the policy of insurance did not attach to their goods, were also made on that day, and described the goods as on board the propeller. The contract of carriage and the contract of insurance must therefore be treated as substantially contemporaneous, and both made before the loss of the goods. There is nothing to show any misrepresentation or intentional concealment by the assured in obtaining the insurance, or that the insurer had or had not knowledge or notice of the usual form of the bills of lading.

Some idea of the large amount of iron and copper, etc., which enters into the construction of a ship may be formed by reading the following paragraph: The old war ship Niagara, recently broken up at the Charleston Navy Yards, yields 171,226 pounds of copper, 61,369 pounds of composition, 486 pounds of wrought iron, 646 pounds of cast iron and 18,000 pounds of lead.

The tugs Reed and Williams succeeded in releasing the barge Kalkaska, ashore at Fort Gratiot.

FOR LAKE AND CANAL MEN.

Lake vessel owners and canal boat owners have many grievances to record against the Buffalo elevator ring, for the reason that they are squeezed tighter every season. Feeble efforts have been made by the Lake Carriers' Association at Buffalo to induce the elevator ring to loosen the grip a trifle, but it will not. The ring has adopted a higher rate for shoveling this season that prevailed last year. This action, on the part of the elevator people, is evidence that they know the power they possess, a power which will be used by them to the end if they are not flanked out of the position and forced to accord some relief to lake carriers. The advisability of lake and canal men uniting to build elevators for their own use, as do some of the railroads, has been considered, but no results have yet accrued. In the meantime the American grain trade in foreign markets is losing in volume for the reason that the toll of the elevator ring will not permit of its being delivered in the European markets at a price that will enable it to compete with the product of India and Russia and other countries.

The individual who can succeed in placing in Buffalo harbor a machine or elevator which will enable the grain of the northwest to go around this toll gate of the elevator ring will deserve the gratitude of the country. Mr. Lyman Smith, of Cleveland, has solved the problem by the construction of a pneumatic elevator and by actual test last Saturday at this port its capabilities were demonstrated. Some weeks past the scales, which support a hopper with a capacity of 120,000 pounds, or about 2,000 bushels, was tested by government standard scales, and the result of the elevating test showed beyond doubt that the results are limited only by the power applied, the quantity of grain lifted at the trial being 310 bushels per minute, with three pipes attached to the chamber for the reception of the grain to be weighed, when five or even six can be worked if there is sufficient power. Without occupyiug dock room the elevating barge can lift the grain from a lake vessel on one side and, after having weighed it, blow it into a canal boat on the other side, or put it into an elevator on the dock prepared for receiving it.

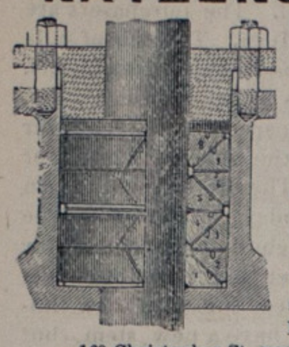
In putting this before our readers we do not desire to be understood as saying that this single pneumatic elevator can go down to Buffalo and annihilate the gigantic monopoly at that port. In fact we do not believe that it would be permitted to work at all, even if the elevator ring must tell the shovelers that it had come to take the bread out of their mouths; we do not think that this elevator, if at Buffalo, alone and should prove its utility, would be patronized by lake or canal boat owners, for the reason that it could not store the grain, neither could it handle any great quantity of it unless canal boats were ready to receive it from lake vessels. Under these circumstances owners would be afraid to patronize it; they would be put on the list. But, by the organization of a company of lake and canal boat owners with capital stock of one million dollars, ten or twelve barges, with iron hulls, could e built, say, 200 feet long, 50 feet beam and 25 feet deep. The machinery could be placed in one end and the blower in the other, leaving 125 feet in the center, which would store 100,000 bushels. Each barge could have four tanks for receiving the grain for weighing, each tank being provided with three or four pipes, the limit being dependent on the power of the machinery. These barges could be built for from forty to fifty thousand dollars each, and they could take care of all the grain the present lake fleet could transport.

There is no reason why this invention does not merit the closest attention of all vessel owners, as the work can be done at the rate of one-fourth of a cent per bushel, (all owners know what the ring elevators charge), and it will emancipate them from the evils of shortage, the cost of three commissions between the vessel and the canal boat, and the exorbitant charges for the use of the steam shovel; and it is also worthy of the immediate attention of all men who are interested in putting on the market clean wheat, such as goes into the famed Minnesota flour, and for which the highest price would always be paid in a foreign market, as by the pneumatic system of elevating, a current of air rushes through the grain, cleaning, and drying, and preserving it.

It would, therefore, be wisdom for representative lake and canal men to come together for the purpose of forming a combination for protection. After having seen this system work they will acknowledge that it is to be the elevator of the future, as nature abhors a vacuum.

Subscribe for the MARINE RECORD.

KATZENSTEIN'S



SELF-ACTING METAL PACKING
FOR PISTON RODS, VALVE STEMS, Etc.
Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address
L KATZENSTEIN & CO
169 Christopher St, near West Street N. Y.

CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.

PROCTORS IN ADMIRALTY.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
Marine Business Promptly Attended To.
OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

WM. H. DeWITT,
Attorney and Proctor in Admiralty.
ROOM No. 1, 219 SUPERIOR ST.,
CLEVELAND, OHIO.

VESSEL OWNERS AND AGENTS.

THOS. WILSON
MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

J. J. H. BROWN. EDWARD SMITH.
BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

L. S. SULLIVAN,
Vessel Agent and Commercial Broker--Spec Attention Given to Coarse Freight.
VESSELS FOUND FOR CARGOES AND CARGOES FOR VESSELS
Office, 74 Water-st., Toledo, O.
Telephone, No. 129.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,
Ship Brokers and Agents,
No. 101 St. Clair Street, Room 15.
CLEVELAND, - OHIO.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Cleveland, Ohio.
TELEPHONE {Office, No. 338. Residence, No. 1328.

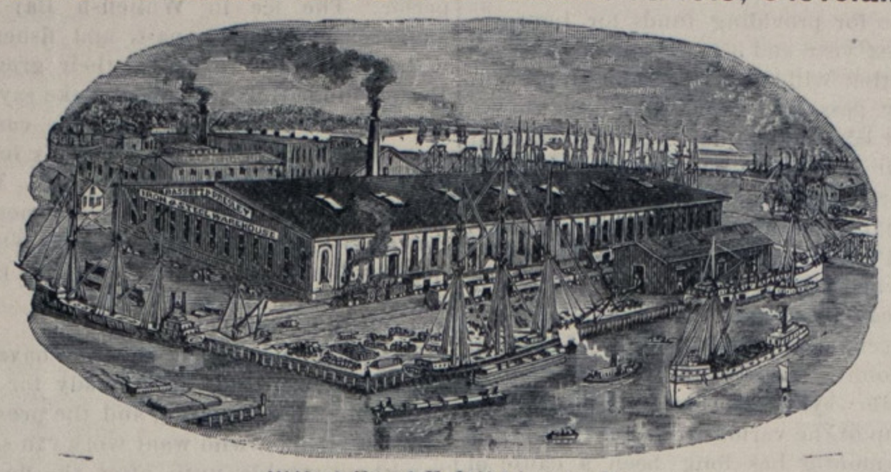
ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

JAMES T. ROSE,
Vessel Agent and Broker,
BOX 1616, DULUTH, MINN.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St.,
CLEVELAND, OHIO.

A BIG OFFER. To introduce them we will GIVE AWAY 1,000 Self Operating Washing-Machines. If you want one send us your name, P. O and express office at once. The National Co. 2 Dey St., N. Y.

IRA B. BASSETT. GEORGE PRESLEY, Jr.
BASSETT & PRESLEY,
[Successors to W. H. McCurdy & Co.]
Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.



WHOLESALE DEALERS IN
BAR, BOILER, HOOP, ANGLE AND SHEET IRON.
Nails, Railroad and Boat Spikes, Boiler, Tank and Cooper Rivets, Swedes Iron, Boiler Tubes, Nail Rods, Etc., Etc., Etc.
We Represent in this Market the Following Well-known Manufacturers:

Andrews Bros. & Co. .....Youngstown, O.
BAR IRON AND POLISHED SHAFTING.
Reading Iron Works.....Philadelphia, Pa.
BOILER TUBES.
Central Iron Works.....Harrisburg, Pa.
BOILER PLATES.
Lindsay & McCutcheon,.....Pittsburg, Pa,
HOOP, BAND & STAR HORSESHOE IRON.
George W. Johnson,.....Newcastle, Pa.
TANK SHEET IRON.
Dilworth, Porter & Co., Limited..Pittsburg, Pa.
RAILROAD AND BOAT SPIKE.
Hoopes & Townsend,. .....Philadelphia, Pa.
BOILER AND TANK RIVETS.
Sanderson Bros. Steel Co,.....Syracuse, N. Y.
CAST STEEL.
Joseph Corns & Sons ....Massillon, O.
CROWN STAY BOLT IRON.
Pencoyd Iron Works,.....Philadelphia, Pa.
ANGLE IRON.

A Complete Stock of all above Goods in Our Warehouse.

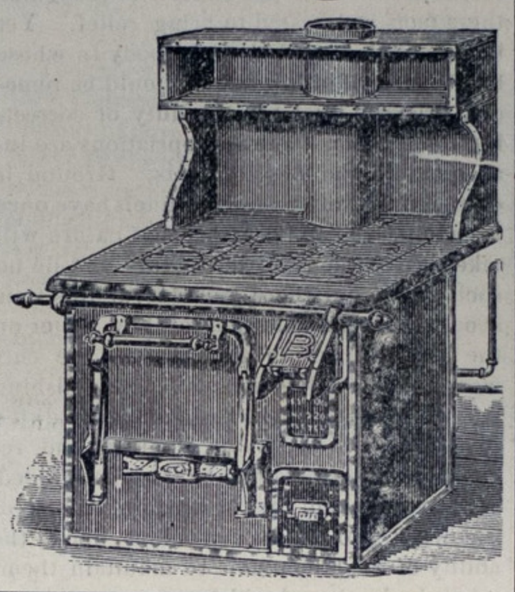
Born's Steel Plate Ranges
For Steamboats, Hotels and Restaurants,

Messrs. F. & H. BORN. Cleveland, O., Jan. 26, 1886.
Gentlemen.—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would, say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,
DAN. H. KEYS, of Lloyd & Keys.

Messrs. F. & H. BORN. Cleveland, O., Jan. 26, 1886.
Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.
WOODS, PERRY & CO.

Messrs. F. & H. BORN. Cleveland, O., Feb. 3, 1886.
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,
Superintendent Tuscarawas Children's Home.

Messrs. F. & H. BORN, Cleveland, O., Feb. 1, 1886.
Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.
Yours respectfully, RICHARDS & MCKEAN.



LOUIS B. PRESLEY. GEO. G. ARTHUR. THOMAS AXWORTHY
PRESLEY, ARTHUR & CO.,
MINERS AND SHIPPERS OF COAL.
Coaling Steamboats & Tugs Day and Night a Specialty.
DEALERS IN LACKAWANNA ANTHRACITE COAL.
Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier
OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

THE BEST BOAT PAINT MADE.
THE B. & P. PAINT
Fire Proof, Water Proof, Acid Proof!
FOR IRON WOOD AND CANVASS.
Guaranteed not to Crack, Peel or Blister.
COLOR ONLY IN BLACK.
SEND FOR CIRCULAR AND TESTIMONIALS:
PARAFFINE PAINT CO., 244 South Water street, Chicago, Ill.
Our Paint is in use by Pacific Ocean Boats and by most all the Upper Mississippi River Boat Lines.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, April 19. 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 17. 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3,344	.....	Sl.	Bessie,	6.45	6.13	East Marion.
135,878	.....	Sc.	Eliza Lena,	13.87	13.18	Shieldsboro.
120,633	.....	Sc.	Frank Lawrence,	57.64	54.76	San Francisco, Cal.
85,918	K D H M	Sc.	Gladstone.	102.82	97.68	Gloucester, Mass.
95,875	.....	Sc.	Hope Leslie.	40.47	38.45	Boston, Mass.
140,822	.....	Sc.	Lizzie J. White,	9.05	8.59	Crisfield, Md.
150,367	.....	Sc.	Pearl,	87.64	83.26	San Francisco, Cal
145,417	.....	Sc.	Two Brothers,	8.08	7.68	Pensacola, Fla.
			STEAM VESSELS.			
135,877	.....	St. s.	Erwin,	16.95	8.48	Sandusky, O.
120,634	.....	St. s.	Fannie H.,	11.04	6.33	Camden, N. J.
76,618	.....	St. s.	Josephine,	471.11	372.03	Milwaukee, Wis.
110,693	.....	St. s.	Rand,	....	147.10	do do
			UNRIGG'D VESSELS.			
67,253	.....	Barge.	Newport,	90.06	85.56	New York, N. Y.
57,884	.....	Barge.	Saratoga,	83.09	78.94	New York, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

Grummond's Mackinac Line

Stmr. Flora, W. E Comer, Master, Leaves DETROIT every Tuesday at 9 p. m.
Stmr. Atlantic, J. R. Jones, Master, Leaves DETROIT every Saturday at 9 p. m.

STEAMER ATLANTIC
Leaves Cleve and every Friday evening at 9 o'clock. For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda and way ports For freight or passage apply to GEORGE ANDERSON, Agent, foot of Superior st., Cleveland, O. S. B GRUMMOND, Owner.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	*6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 02 P M	.....
Local Freight.....	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger.....	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight.....	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination
For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,
LEWIS WILLIAMS, General Manager. Cleveland, O.

PURCHASE YOUR TICKETS VIA THE
BEE LINE--C. C. C. & I. R. R.
The Great Trunk Line to the South and West.

The only line from Cleveland with no change of cars to the Mississippi River. Solid trains and through sleepers to St. Louis, where direct connections are made in Union Depot for all points west.
Practically no change of cars to the
PACIFIC COAST.
The only line to COLUMBUS AND CINCINNATI with complete through train service, making direct connections in Union Depots for all points in the
SOUTH AND SOUTHEAST
Tourists Tickets to numerous points, including the
ROCKY MOUNTAINS.
Fast Express Trains Daily. New and Elegant Cars, A Perfect Roadbed.
For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.
D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt..

FOR SALE,
New Iron Tug.
Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; 3/8 plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap
GLOBE SHIPBUILDING CO.

Vesselmen
SHOULD HAVE
OUR MARINE LAW BOOK,
Containing all points of MARINE LAW as determined by the United States Courts
—ON—

Seamen,	Owners,
Freights,	Charters,
Towage,	Registry,
Collisions,	Enrollments,
General Average,	Common Carriers,
Duties of Seamen,	Masters & Owners,
Bill of Lading, Wages, &c.	

The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00

WANTED An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANARD SILVER-WARE CO., Boston, Mass.

PILES. Instant relief. Final cure in 10 days, and never returns. No purge, no salve no suppository Sufferers will learn of a simple remedy. Free, by addressing C. S. MASON, 78 Nassau-st. N. Y.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

THE MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

Evans & Van Epps, Superior street, Cleveland.

R. A. Castner, 254 Detroit street, Cleveland.

ASHTABULA HARBOR, O.—C. Large.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

BUFFALO, N. Y.—A. C. Brideson, Michigan Swing Bridge.

Also, Miss McCabe, Elk Street, near Ohio.

DULUTH, MINN.—C. F Johnson, 117 West Superior Street.

MARQETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 29.

UNPOOLABLE VESSELS.

During the past two weeks much feeling has been expressed by low rate vessel owners against the system of discrimination adopted by the hull insurance pool against their vessels. It seems that a Mikado list has been made out by the pool, which has eliminated from their books as desirable risks a large number of good vessels. Not only is this true but some masters have been placed on this list. The hull pool for several years has been collecting facts regarding the prudence and seamanship of masters, their luck and misfortunes, their aptitude for getting their vessels into trouble and the result is this action on the part of the underwriters.

It has been known for some time that certain companies which have entered the pool have declined to insure vessels, the valuation of which is less than $5,000, those companies holding that it costs quite as much to wreck a vessel of small value in case she goes ashore as it does to release one worth much more, they have therefore made their connection with the pool conditional, that in making rates for classification and value all vessels under the $5,000 clause should be tabooed. But, in following this arrangement to an issue these companies have not been consistent, as some of those companies that insisted on this condition in the pool, will take individual risks on the same vessels that have been rejected by the body and consider them good risks.

The hull pool managers insist that no vessels have been boycotted. Nevertheless owners of straight A2 vessels have applied for and been refused insurance on their vessels, vessels which, by the insurance register are valued up to $10,000. If these vessels are as good as the rating given them by the insurance companies' agents indicate they are desirable risks, yet the pool managers decline to cover them, notifying the applicants that their vessels are unpoolable. In the refusal to insure however the pool managers will notify owners that they will cover two-thirds of the value in independent companies for 9½ or 10 per cent premium, which is about 2½ to 3 per cent higher than the pool rate. This looks much as it there were a wheel within the visible wheel. Several standard vessels have been refused insurance by the pool and the owners of those vessels naturally feel they are being unjustly dealt with by the people who solicit business of marine insurance. If marine underwriters have it in mind to make this discrimination when they are at work inspecting for classification and register in their books they have not even a moral night to place valuation or rating on those vessels.

THE Marine Journal doesen't profess to spin the world on its index finger nor to be the center around which planets revolve—Marine Journal, (New York.)

This is a very happy concession, on the part of our New York contemporary, but we regret that it has been compelled to go back from the glory that has heretofore made it celestial, a self-constituted star of hope, as it were.

DEPTH OF WATER AT CROSSINGS.

It was noted in the MARINE RECORD last week that the river and harbor bill was under consideration in committee of the whole in the house. This is in evidence that the bill is much in advance of the measure for providing funds for improvement last year and it is to be hoped that no obstruction will become a rider to prevent its early passage. It has long been known that our lake shipbuilders have been obliged in their drafts, to conform to the depth of water at the various crossings, and it is time that they were permitted to build without regard to these limitations, especially when it is considered that the public money can not be expended in a purpose, or on an account that will be more beneficial to the country than in the improvement of our waterways. The gradual shoaling or filling up of the various passages during the winter months has long been a cause of anxiety to those interested in commerce.

Under present conditions our largest vessels, at times, run great danger in having to drag themselves through the sand at the St. Clair flats, and at the entrance to many of our ports, over exceedingly shoal places, when the least error in handling the machinery, or failure in the machinery to respond promptly, might cause most disastrous results, not only to property but to life. Navigation on the lakes requires constant attention to depth of water, as the channels of swift-running streams are invariably filling with deposits from above, and frequent dredging is a requisite that we can not be deprived of with any degree of safety. This matter of keeping a good and sufficient draught of water at all points should not be lost sight of.

It seems that a body containing so many public spirited citizens as the house of representatives would not be slow to recognize these facts and hasten to bring relief. Yet it can not be denied that the body in whose hands the evil of low water should be remedied are very remiss in the duty of correcting the trouble. The appropriations are inadequate to the requirements. Ground is occupied that after these channels have once been improved and dredged that nature will take care of the rest; but nature will do no such thing, and there remains at this time about the same condition of low water on the crossing as prevailed before the cuts were made. All contracts for establishing a uniform depth should contain a condition that the depth of water obtained and required at our crossings should be maintained, and that payment for the accomplishment of the work should be dependent upon the ability of said channels to maintain themselves in depth and width, commensurate to the requirements that would be made upon them. When this measure is carried out to practical purpose our shipbuilders will not be limited by low water in making their designs for lake going boats.

THE recent telegraphic reports to the effect that there is at present a great activity in the English navy in building and refitting did not convey to many readers the idea that this would in any way assist the sales of Michigan pine, and yet such is the case. Messrs. Flat Bradley & Company, through their agency in Bay City, completed the purchase of 100,000 feet of masts from D. Wright & Company, which purchase is made to fill an order from the English navy. The white pine of which these masts will be made is now at West Branch, and from there will be shipped by the Michigan Central road to Bay City, loaded on the schooner Sylvester Neelon and take to Collins' bay. Here it will be made up in rafts, taken to Quebec and from there shipped to Liverpool. This is said to be the first lot of Michigan pine ever sold for this purpose, the English navy having been heretofore supplied with masts from the shores of the Baltic. The first shipment of this timber will be made early in June.

IT is gratifying to note the firmness of owners in their refusal to load Buffalo coal under the gross ton rule, and the attitude of weakness now shown by the shippers. If the owners of the great grain fleet due at Buffalo this week adopt the same course as did those which arrived early, the victory is won and the fact will have been demonstrated that the several vessel owners' associations around the lakes are a power for good.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will keep constantly on hand the best quality of meat.

The propeller Sanalac, now owned by the Wells' Stone Mercantile Company, of Saginaw, took on a large quantity of shingles for Cleveland this week.

[*Around the Lakes Continued from 1st Page.*]

SAULT STE. MARIE.

The ice in the Sault River is in so rotten a condition that boats leaving lower lake ports will have no trouble in reaching Lake Superior. The ice in Whitefish Bay was dangerous for a week past, and fishermen were compelled to leave their grounds. Parties lumbering near Meed Lake say that the ice is entirely used up. The canal is free from it, and the locks are ready for immediate lockage. The steamer Ste. Marie leaves for Cheboygan. The thermometer for the last week has ranged from 60 to 75 degrees during the day, with no light frosts.

EAST SAGINAW.

Special to Marine Record

The entire Mason fleet of barges have been placed at the various mills ready for loading Wednesday morning, and the prospects are that all men who want work can secure it without trouble until after the fleet has started.

A. C. McLean, vessel agent and broker, has purchased a one-third interest in the steambarge D. W. Powers; consideration, $6,000. Also, a one-half interest in the tug Willie Browne from the Donley estate for $1,000. Mr. McLean has two lighters engaged in bringing sand from the Zilwaukee sand heaps to this city, where it will be used on the Scanlan & Crowly paving contracts.

Mr. L. D. Sanborn, owner of the steamship J. H. Prentice, which received her machinery from Hodge & Company, of Detroit, during the winter, says the craft is a daisy, and will give some of the boys a chase during the season. She will tow the schooners Goshawk and Shawnee in the ore and coal trade.

The opening of navigation has made a noticeable improvement in the trade with up shore points. Morley Brothers, of this city, shipped nine tons of hardware and lumbermen's tools on the second trip of the Arundel. The firm of A. F. Bartlett & Company also shipped a large amount of machinery on the first trip of the steamer Metropolis which left this port on Saturday afternoon.

The new propeller Lucille has finished the work of altering her cabin and is now on the Bay City and Saginaw route for the season and is meeting with good success in both passenger and freight business.

Captain F. L. Hunt has purchased the machinery of the dismasted tug Standard and will build, in connection with others, a fine passenger steamer, something after the style of the Lucille.

There is some anticipation of trouble between the longshoremen's union and the East Saginaw stevedores' union, two organizations which will shortly be engaged in the work of loading vessels. The longshoremen's union are members of the Knights of Labor, are opposed to the contract system of loading vessels and threaten to boycott all masters, shippers and inspectors who load vessels by the contract system, though just how this is to be done is not so clear, and is a matter which they would do well to leave out of their programme. The proposed measure is not looked upon with favor by other branches of the knights, who fear it may involve the order in trouble. The stevedores' union do not object to the contract system, and will work on the same plan as heretofore pursued in vessel loading.

Captain James Corbin has taken the tug Nat Stickney to Buffalo after a dredge which will be taken to Hay lake.

The barge B. B. Iseman has been chartered to take lumber from Bay City to Detroit at $1.37½. She was not in the May 1st agreement.

The barge Norway, owned by Henry Turner, of this city, has been chartered by Cleveland parties to carry ice from the islands to Cleveland. Captain Porter Stewart, who commanded her last season, has opened a scalping office in this city.

The work of hauling out the barge Theo Perry, purchased by John Prentice, is progressing slowly, and it is doubtful whether she will come out at all. The experiment has been a costly one to her owner.

SHAW.

KINGSTON.

Captain Patrick Edwin Langan, the veteran life saver, left Chicago on the 22d, in command of the schooner G. C. Finney, of Kingston, with 20,000 bushels of wheat at 6¾ cents.

The sailing instructions for pilots for the Georgian bay and Owen Sound can be procured at Collingwood, Sarnia and Owen Sound.

The boats of the Ogdensburg and Lake Champlain transportation company will make regular stops at the Cape during the present summer.

The customs officers received five tenders for the seized Duck, the highest of which ($1,200) was accepted. The purchasers are Messrs. Oldrieve & Horn. The suit of sails still remain in the possession of the officials.

Captain Taylor has returned from Picton, where he has been inspecting the schooner Hanna Butler and the sidewheel steamer Empress of India. The Butler will begin to load grain on Monday for Oswego. The Empress has been rebuilt from the water line during the winter and raised two feet three inches, and fitted out with new timbers. She will also have a new stem, but as the work cannot be done in Picton, she will go to Port Dalhousie, taking the timber for the stem with her, and there she will be hauled out, the new stem put into her and any other necessary repairs done. Captain Taylor will then class her by certificate from Mr. Muir, the owner of the drydock.

ASHTABULA HARBOR.

Special to the Marine Record

The R. & P. railroad company's dredge has for the last few days been dredging outside the piers. She is now deepening the water inside so as to enable the deepest draft craft to enter the harbor without touching bottom.

The tug office will this year be locate in the building formerly occupied by the Marine bank.

Mr. Lairds, tug is waiting for her boiler from Buffalo. S.

BUFFALO.

The first of the Chicago grain fleet to put in an appearance here was the Hecla which arrived at noon Sunday, the 25th, and the Calumet came at 1 p. m. A 2 the George Spencer arrived, and an hour later the J. H. Devereux followed her. The New Orleans was in at 3:30 and at 5 o'clock the Onoko was coming inside the breakwater. There were then no more in sight. The tug books contained fifty-two names of vessels soon to arrive. All were assigned to elevators, though when they will all get there it is hard to say. The ice outside is gone, though it held the V. Swain and consort Helvetia until Monday morning. The Hecla, owned by Hon. James Ash, rather than take coal on the gross-ton system, cleared light, as will also those owned by Minch, Wilson and others.

Monday morning the vessel men met at the Merchants'Exchange and completed the organization of the "Buffalo Local Vessel Owners Association" by the election of Mr. W. W. Tyler, president; Captain J. J. H. Brown, vice president; Francis Almy, secretary and treasurer. John Green, James Ash, David Donaldson, Townsend Davis, Geo. W. Bone, Thomas Collins, M. J. Galvin, and the president and vice president, ex-officio, form the executive committee. Quite a long session was held and the utmost confidence in the success of the net ton movement was expressed.

Messrs. James Ash, J. J. H. Brown and I. Vosburg were appointed a committee to confer with the coal men, with a view to arrange shipment on the old system. The coal shippers maintained their former argument that the objection to gross tons was a mistaken notion and the vessel owners argued that it was an attempt to bear coal freights. The vessel owners' meeting invited masters of all vessels in port to attend and agreed to hold forth every morning until the question was settled. The lake carriers did little beyond passing a resolution in regard to uniform bill of lading, which they do not care to make public.

Late Wednesday afternoon the steamer T. W. Palmer and schooners Ogarita, E. L. Coyne and F. L. Danforth were chartered for coal to Chicago at 50 cents per net ton. They were taken by a shipper who was hard pressed for room and and who had to get his coal off the cars to save damage. These charters, which are not denied by the other shippers, are the first straight net charters made here for Chicago. The other coal men claim that this shipper is not a member of their combination and that his action will not influence them to follow in his track. Vessel men naturally are elated over this break in the coal ranks. The steamer Pickands and consort, C. O. D., load for Racine at 65 cents gross, instead of Chicago. The steamers H. E. Packer and R. A. Packer take owners' coal to Chicago.

Canal freights were steady on the basis of 6 cents on wheat to New York.

FRANKFORT.

Special to the Marine Record

Schooner Anna O. Hanson has been painted up, and presents a handsome appearance. She received a thorough rebuild two years ago, and is as good as new, having an insurance rate of A2. She is the only vessel hailing from South Frankfort, and our citizens feel justly proud of her as do her owners.

Tug John Gregory, of Manitowoc, has been purchased by the F. L. Company, and stationed here.

BURMEISTER.

DETROIT.

Special to the Marine Record.

April 27.—The ice blockade in the St.Clair river, which has caused a delay to the passage of vessels for two weeks past, was opened up on Friday night by the propeller Atlantic, which left here on the morning of that date, en route to Mackinac. She forced her way through the barrier at about 6 p. m., followed closely by the tug Martin Swain, and before morning the Chicago fleet which had arrived at Marine City, and was awaiting the turn of events, were enabled to crowd their way through, and during Saturday passed down in large numbers. Immediately after it became known that the passage was clear the detained steamers at this port made a hasty exit. The steamer City of Alpena left Friday night at 11 o'clock, the Flora for Mackinac at 8 Saturday morning, and the Idlewild and Milton D. Ward during the forenoon. Meanwhile advices from the Sault St. Marie gave assurance that there was a clear passage through that thoroughfare, and doubtless there will be little or no interference to navigation in Lake Superior.

The Lake Superior Transit steamer Winslow, Captain Smith, arrived here on Saturday from Buffalo, being the first boat of the line this season. During the day she took on considerable freight and left in the evening.

A wrecking expedition, on board the tug Sweepstakes, left here on Friday for Lake Huron to release the schooner A. C. Maxwell which went ashore near Goodrich last fall. Quinn's pumps and a diver accompanied the expedition.

The steamship Chauncy Hurlbut and consort, which were among the first to arrive at Buffalo with grain, were offered coal at that port for return freight on the gross ton plan. Upon consultation with the owners here the captain declined the proposition and left for Cleveland for coal.

The line of steamers to ply between Sarnia and Lake Superior this season will be the Wisconsin, United Empire, and Ontario.

The tug McKinnon, of Ruelle's line, towed the schooner J. C. King to Toledo to load with coal, and returned with her on Friday, being absent only about forty-eight hours.

The steambarge Sakie Shephard, Captain Humphrey, took a cargo of wheat from this port to Toledo on Friday. The old proverb of carrying coals to New Castle is quite applicable in this instance.

The schooner P. S. Marsh, in tow of the steambarge H. B. Tuttle, with the schooner Foster in her wake, approached too near the coast in the locality of Bar Point on Sunday and fetched up. The Foster ran into the Marsh, doing damage to the extent of $200 or thereabout.

There has been trouble of late at the head of St. Clair river with vessels passing that way. The steambarge Kalkaska on Thursday was crowded ashore by ice and went out about three feet, but was released a few hours afterward without damage. The steambarge Egyptian, coal laden, stranded at Point Edward on Sunday, and had to be lightered of considerable cargo.

N. S. Whipple, of Detroit, has purchased at Chicago the schooner M. E. Tremble for $20,000 cash. She was built in 1874, was 693 tons burden, and if I mistake not has made one voyage to sea.

A fine and well executed painting of the new steamer Darius Cole has just been finished and now adorns the forward cabin of the boat. It was painted by S. A. Whipple, of this city.

Grain freights at present rule from Detroit to Buffalo at 2½c.

The tugs Martin Swain and Winslow, well equipped for wrecking, have been dispatched to Mackinaw to aid vessels in distress, and will give a good account when called upon.

The tug John Owen has left for Chicago to return with her consorts, grain laden at that port.

Although several days have elapsed since the wreckers started out to raise the Oconto, sunk near Charity island, no advices have been received as to the success of the expedition up to this time.

The propeller Argyle has been reconstructed and enlarged and her name changed to Glengarry.

The fitting out and equipment of the steamer Pearl has been taken in hand. She will appear in fine condition and shape. Captain John Edwards, as heretofore, will pull the bells which will be welcome news to his long array of friends everywhere.

The work on the steamer Greyhound, at Detroit drydock, is progressing rapidly, leaving no semblance or trace of her former model.

The tug W. A. Moore, of Captain Grummond's fleet, rendered the requisite aid in releasing the steamer Egyptian above referred to. She was stranded in Canadian waters and before the work could be proceeded with a permit had to be applied for, which was granted by the authorities at Ottawa. The Moore is this season commanded by Captain Hi Eames, a man of ripe experience and one of the best known tug men on the rivers or lakes.

An exchange paper says the seamen's union at Kingston has passed out of existence and will not be revived again.

The barge Star of Hope has, with her cargo, been finally rescued from Point au Pellee and towed to this port by tug Martin Swain. She is good for more years of service, and if taken to Lake Michigan would, doubtless, duplicate her existence.

The schooner Millard Fillmore has been fitted out here for the lumber trade, and will be sailed by Captain Robert Gillis.

Captain James Reardon, marine inspector at Buffalo, was in this city Friday on special duty, and took the land route, homeward bound.

The lights at the Lime Kiln crossing will, this season, be kept up at the expense of the Canadian government.

The large amount of freight which has been accumulating in the warehouses here has been materially lessened by the recent departure of steamers. HALL.

CLAYTON.

Special to the Marine Record.

The schooners Hammond, Belle Mitchell, and Cornelia are being fitted out for their season's work.

The steam yachts Sirius, Juniata, and Jessie Bain have been launched and are ready for business.

The steamer Magic has gone to Ogdensburg to have her shaft lowered.

Sidney Griffin, last year captain on the Calumet, goes on the steamer Anna Laura.

Eugene Bastine, engineer of the steam yacht Calumet, has made a very fine model of a steam yacht of 100 feet keel.

S. G. Johnson has put up his derrick, which has been needed very much by steam yachts.

Captain Lewis Elliott and wife left for Detroit on Tuesday to join their vessel.

James Bennett goes first mate of the schooner Hammond this year.

The steamer Deseronto commenced running between Clayton and Gananoque on Wednesday of last week.

The schooner Cornelia left for Deseronto for lumber on Thursday.

The steamers Maud and Pierrepont are now running regular trips from Kingston to Cape Vincent.

The schooner Twilight was the first vessel to pass down for 1886.

The Richilieu & Ontario Navigation Company and the St. Lawrence Steamboat Company have shaken hands and will run their steamers together.

Judson Brown, of Redwood, has built a small yacht to run on Black lake.

The Richilieu Company will put on the route, from Kingston to Montreal, the following steamers: Corsican, Corinthian, Passport, Algerian, and an extra boat in the busy season.

Rathburns, of Deseronto, will put two steamers on from Belleville to Ogdensburg this season.

The steamer Island Chief will run triweekly from Alexandria Bay to Ogdensburg.

Our old friend Captain Milo D. Estes, of Charlotte, will again command the steamer St. Lawrence this season. No better man could be found, as he is very popular wherever he goes, and is a safe and skillful sailor.

George Hall & Company have put their tugs and barges in first class order for their season's work, and have the contract for 40,000 tons of coal to deliver to the O. & L. C. railroad dock at Ogdensburg.

The propeller James Sheriffs was the first steamer down for 1886.

Tug Curlew, with schooners Mongaugon and John McGee passed up on Sunday morning and stopped for men.

Captain George Sweet will soon put the steamer Maynard on the Alexandria Bay route.

It is a shame to the American people residing on the shores of Lake Ontario and the St. Lawrence river that they have not the enterprise or pluck to put a line of American steamers on the south shore route to get the American tourist, who goes down the St. Lawrence river to Montreal, instead of letting the Canadian have it all. They just laugh in their sleeves that they can bluff us off on every tack, so we won't put any boats on this side of the lake; but we have the hip lock on them for carrying passengers from one port to another on the American side.

The weather has been warm for the past two weeks, and the ice went out without any trouble to any one; but it gave Montreal a sad benefit, the biggest freshet they have had in years.

Bills are posted for the sale at auction of the steamer Rawson at marine railway, at Ogdensburg. She was lengthened in 1884, and is in good shape for a steam yacht.

Mr. S. W. Mercier has finished a small steam yacht for A. Bain. She is furnished with a Shipman oil engine. She will be sent to New York the first of May.

Captain Eldridge Kendall's new scow is nearly completed. She will be just the boat for the island trade.

The government should make this port a signal station, as we are situated at the junction of both the American and Canadian channels, and all sailor men would agree with us on that point. Vessels coming up the river would have one of the best harbors to lie in, in a gale of wind. B.

MT. CLEMENS.

Special to the Marine Record.

All the boats here are about to leave today. The steambarge City of Mt. Clemens, Captain Gilbert Lacroyx, will make her first trip to Oscoda to load lumber for John Byster, Detroit. She has a contract to carry 5,000,000 feet for the same company at the running rates.

Steambarge J. S. Ruby, Captain Ruby, is taking on a cargo of staves at this port, and will leave for Cleveland.

The steambarge Handy Boy, Captain Dan Beary, will tow the passenger boat Nellie to Port Huron drydock to have her cabin completed. She will be ready for business in about thirty days.

The work on the new barge of the Tonawanda Barge line is progressing rapidly, the weather having been very favorable for it. She will, perhaps, be ready to launch the last of May. G. L.

CHEBOYGAN.

The schooner John Kelderhouse, bound from Chicago to Georgian Bay with 33,000 bushels of corn got ashore near St. Helena Island in the Straits. Schooner Sweetheart, which went ashore in the Straits Saturday, is at Mackinaw City, waiting the arrival of a tug from Detroit. Four vessels reached Escanaba Saturday evening.

The steambarge C. H. Green and consorts which started up late last fall with coal and were frozen in at Port Huron, reached Chicago Saturday.

The tug Saugatuck succeeded in releasing the schooner Kelderhouse Monday forenoon, after lightering seven thousand bushels of her corn cargo. The vessel is not injured.

There is no vessel ashore in Cecil Bay, nor has there been any this spring.

TOLEDO.

The launching of the yacht Rudolph, Saturday, was quite an event. The Clio Yacht Club was out in full force. When all the preparations had been made, and the blocks had been knocked from under her, it was found that the yacht refused to start. The suggestion of Judge Lorenz, that all hands combine and push her off, was not well taken, for the utmost efforts of the entire club failed to start her. At this critical juncture Captain Harman of the tug Green, offered to pull her off. A line was passed from the Rudolph to the tug, and in a few moments the yacht was floating on the placid waters of the bayou. It will take nearly a week to get her in sailing trim.

MONTREAL.

The jamming ice and the recent flood had a telling effect on the lighthouses along the St. Lawrence. At Point Valello the lighthouse was born away and stranded on Doorval Island, and the piers were extensively damaged. The pier of the new lighthouse just completed at Point Eclaire was heavily damaged. The lighthouse at Isle Vacheis is still submerged and consequently the damage cannot be ascertained. It is thought, however, to be very heavy. The lighthouse at Windsor Pere, ste Anne, has been carried away and the pier has been seriously damaged. Several other lighthouses have been damaged more or less.

ERIE.

Frank H. Hills, Captain William Stanton, and Captain Samuel Thompson were appointed inspectors at this port for the present season. Captain Lewis Vannatta was appointed keeper of flash light and Robert Hunter assistant keeper of harbor beacon.

The propeller Syberia, which grounded on the south bar was gotten off without much damage by lightering part of her cargo.

SANDUSKY.

The steambarge Josephine struck the Lake Shore Railway Company's drawbridge across the head of the bay here Sunday night while coming down the river and had a large hole stove in her bow. She soon filled and went to the bottom. The tug Robinson is trying to raise her.

BAY CITY.

Special to the Marine Record.

My statement last week of the barge Commodore loading before May 1st, contrary to her owner's agreement, is explained by the fact that the load was all planed lumber, and on cars, and it was necessary to load at once as the lumber could not be held until the 1st. Mr. Pinet, her owner, I am told, was given permission to load in this case and acted honorably in the matter, his other numerous boats not doing anything until the 1st.

Numerous barges are patiently awaiting the 1st of May to begin the work of loading. A trifle over 80 per cent of the barge and vessel owners signed the agreement not to load before May 1st. A vessel man who is extensively engaged in the commission and forwarding business, said yesterday that freights would probably open at $2.00 to Buffalo from this city, or $2.12½ from Saginaw. Ohio freights, in harmony, would be $1.50 from this port, or a shilling advance from Saginaw.

The steambarge Kittie M. Forbes cleared from this port, bound for Chicago, on Friday last, with 450,000 feet of lumber.

The steambarge B. W. Arnold is now fitting out and will leave in a few days for Spanish river to go into the lumber trade.

The tug Harley took a lighter up to the Tittabawassee brick yards on Wednesday, where she got 60,000 brick for our new Opera House.

The Bay Port house, at the popular summer resort, is to be formally opened June 15.

The steamer Island Belle will ply on the route between Bay City, Heisterman island, and Bay Port, and will undoubtedly be well patronized.

The channel stakes at the mouth of the river were placed in position last Friday by Fred Whittemore.

The tug Tom Dowling, the boat with that demoniacal whistle, passed down and out of the river Monday afternoon, bound for Detour, where she, in connection with the tugs Frank Tracy and Laura Gibbs, fitted with a complete wrecking and log-towing outfit, will tow logs, etc., during the season for the John Spry Lumber Company, of Chicago. Captain B. B. Moiles is manager of the line, with headquarters at the Sault, after June 1st.

The fishermen who are engaged on Saginaw Bay report very heavy hauls, a return of the old time fishing, but prices are low and markets dull. Perch and soft fish are worthless to handle, there being no demand for them. Pickerel are worth 3 cents a pound from the boats. Last evening twenty-five barrels were shipped direct to New York by express, the largest express shipment made in several years. The largest catch reported is one made by W. A. Beebe & Co., at Plumb island, where 7,500 were taken at one lift.

Captain By Knowlton, of the propeller Island Belle, was on board the sunken propeller Oconto on Thursday, and reports her resting squarely on the bottom of the bay, within about one mile of the Bay City and Caseville route. Her main deck is covered with water to the depth of two feet. The tug Reid and steam pumps are now at work on her and as soon as raised she will be pumped out and taken to Port Huron, where she will be put in drydock. SHAW.

ALPENA.

Special to the Marine Record.

The Alpena appointments are as follows: Steamers, Garden City, Captain Alva Shaffer; S. C. Hall, Captain Harry, Richardson; Westford, Dave Clarry; Golden Eagle, Captain Person. Tugs, Ralph, Captain C. A. Richardson; Effie L., T. Lillis; Wescott, G. R. House; Geo. Sigison, Captain Grant. Barges, Sam Flint, Captain Foster; Chas. Hinkley, H. Morey; Russian, James Hamilton; Light Gard, H. G. Hamilton; S. H. Lathrop, Captain Thos. Stevens; Edwin Harmon, Captain Wm. Fowls; Monitor, Captain John Winn.

F. W. Gilchrist has bought the steamer Alanson Sumner. She will be converted into a tug which will take four or five weeks after she gets here. She is to tow the large log barge in the log trade. Both vessels will be ready about the middle of June or first of July.

The S. C. Hall will tow the barges Sam Flint, E. S. Johnson and Edwin Harmon. Garden City will tow barges Chief Hinkley, Light Gard, Russian, S. H. Lathrop and Wend-the-Wave. Westford will tow barges Monitor and Garret Smith.

The steamer Atlantic of Grummond's line arrived here Sunday evening on her second trip. She leaves here for Mackinac Point and St. Ignace Monday.

The steamer Golden Eagle is making daily trips between here and Black River. The ice has all disapeared on the bay but there seems to be plenty of floating ice in the lakes yet. C.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXVII.

In this chapter there is much matter of interest relative to the navigation of 1866. Though it is by no means complete, the chief events have been correctly narrated. The main incidents of the season were as follows:

March 2. Navigation opened between Detroit and Malden, and the propeller Clara commenced plying.

March 5. Steamer Sea Gull commenced to ply on St. Clair river. Steamer May Queen burned at Milwaukee, after thirteen years' service.

April 2. Navigation opened to Chatham, the propeller Skylark, Captain Ripley, arrived there.

April 4. Navigation opened between Detroit and Port Huron, the steamer Reindeer, Captain H. Fish, arrived there.

April 6. Navigation resumed between Detroit and Sandusky, the steamer Philo Parsons, Captain H. Fall, first boat.

April 9. Navigation opened between Detroit and Cleveland, the steamer City of Cleveland, Captain Wm. McKay, commenced plying.

April 13. Propeller Orontes commenced plying between Cleveland and Dunkirk.

April 17. Welland canal opened to navigation.

April 18. St. Lawrence river open to navigation on this date.

April 19. Navigation opened between Detroit and Saginaw.

April 22. Navigation resumed at Buffalo, brig Paragon first departure.

April 23. Heavy northeast gale and much damage done to shipping. Steamer Windsor burned at Detroit, and thirty lives lost.

April 28. The Straits were open, and the propeller Maine passed through, bound east.

May 2. A tug association was formed at Detroit.

May 3. The bark Sunrise, the first sail craft from Chicago, passed Detroit.

May 5. Navigation opened to Lake Superior, propeller Northern Light, Captain M. H. Murch, first boat through the Sault canal.

May 24. Schooner Erie cleared from Toledo, for Boston, Mass., with a cargo of walnut.

May 26. Heavy northwest gale, with much damage to shipping.

June 4. Schooner Ellen M. Baxter departed from Toledo for Boston, Mass., with a cargo of walnut.

June 13. Bark Thermutis arrived at Detroit fron Liverpool with merchandise.

June 18. Violent northeast gale, many lives lost and much damage done to shipping on all the lakes.

June 20. Bark Wirralite arrived at Detroit from Liverpool with merchandise. Bark Jennie P. King was wrecked on Long Point, Lake Erie, and fourteen lives lost. Steamer Planet converted into a barge after eleven years' service.

June 29. Propeller Cleveland and bark Maria Martin collided in the Detroit river, and the former was sunk.

June 30. The U. S. revenue steamers W. P. Fessenden and Commodore Perry had a trial of speed from Cleveland to Detroit, and the former arrived forty-five minutes ahead. The U. S. revenue steamers W. P. Fessenden and John Sherman exchanged names at Detroit.

July 9. The schooner Saranac, Captain Wraight, arrived at Detroit from Liverpool, en route to Chicago. Brig Vidar arrived at Detroit from Norway, en route to Chicago. The schooner Coquette foundered, with all hands, on Lake Michigan. Propeller City of Buffalo, formerly a side wheel boat, was burned at Buffalo after nine years' service.

July 31. Bark Jaques de Molay, Captain D. M. Tucker, arrived at Detroit from Liverpool with merchandise.

August 12. Bark Etowah arrived at Detroit from Liverpool with merchandise. Schooner Ringgold, a wrecking vessel, arrived at Detroit from Pawgassett, Mass.

August 19. Schooner Saranac departed from Detroit for Liverpool with 450 tons of iron ore from Bruce's mines.

August 23. British gunboat Britonarte arrived opposite Detroit from Liverpool.

September 6. Iron steamer Great Western, 1,200 tons, was launched at Windsor for the Great Western railway. Bark Jacques de Molay left Detroit for Liverpool with a cargo of copper.

October 14. Captain Jerry Saunders, pilot, was drowned at St. Clair flats.

October 22. A heavy northwest gale of three days' duration on all the lakes, resulting in much damage to shipping and great loss of life. The new steamer R. N. Rice, 1,096 tons, was launched from Campbell & Owen's shipyard, Detroit, for the Detroit and Cleveland line. The schooner Alma, with all hands, foundered in Lake Erie. Propeller Trader exploded on Lake Huron, and three persons were killed. Propeller Mary Stewart, 442 tons, was wrecked at Grand Haven.

November 23. Steamship Milwaukee and propeller Lac La Belle collided at South East Bend, St. Clair river, the latter sunk, and two lives were lost.

November 24. Steamer Morning Star had her engine smashed in Lake Erie, and was laid up the remainder of the season. Propeller F. W. Backus, 289 tons, was burned at Racine, Wis., after twenty years' service. Schooner Mary Ballard, Captain John Coyne, foundered in Lake Ontario, and nine lives were lost.

December 11. Navigation closed for the season.

Grain freights throughout the season were the best ever recorded, wheat ruling at the commencement from Chicago to Buffalo at 12c, and gradually advancing to 23c, while other commodities were in like proportion. As a consequence there was a good demand for all classes of floating craft which amounted to a craze. Many mortaged their homesteads to secure a timberhead of anything afloat, and if such a thing had been possible were ready to sacrifice family relationship for such an end, as may be judged by the fact that during the season no less than eleven side wheel steamers, twenty four propellers, thirty-three tugs, sixteen barks, fifteen brigs, and one hundred and fifty-eight schooners changed ownership, at fabulous prices. There were no less than seventy-one new vessels of all classes commissioned, comprising as follows: Twelve side wheel steamers, total 8,043 tons; six propellers, 2,900 tons; six tugs, 420 tons; nineteen barks, 1,006 tons; and forty-eight schooners, 14,170 tons, making a grand total of 35,539 tons. The side wheel steamers were the R. N. Rice, Marine City, City of Sandusky, Northwest No. 2, Evening Star, Keweenaw, Messenger, Orion, W. R. Clinton, Great Western, Saginaw and Mackinaw. Propellers Fremont, Brooklyn, Boscobel, City of London, City of Detroit, and Florence. Tugs Wm. Goodnow, Robert Emmet, J. T. Edwards, Ida Botsford, Andrew Miller, and L. Q. Rawson. Barks H. P. Baldwin, C. K. Nims, Bridgewater, Nelson, Onondaga, Maria Martin, Bessie Barwick, L. C. Woodruff, Lottie Wolf, Harvey Bissell, Tubal Cain, James F. Joy, F. Morrell, John Miner, Asa Childs, D. A. Vanvalkenburg, Montmorenci, C. J. Wells, Annie Sherwood, and T. B. Rice. Schooners Montpelier, J. Bigler, Goshawk, H. Fitzhugh, Mystic, Oak Leaf, Wm. Crosthwaite, Olive Branch, S. T. Atwater, Regina, Waliskie, Southwest, Flora, M. O. Keyes, E. M. Carrington, W. B. Allen, Colorado (scow), James Ralston, American, Champion, Regulation, Escanaba, Monterey, Mary Hattie, Glad Tidings, L. M. Mason, Superior, R. C. Crawford, Cortez, S. G. Hungerford, George C. Finney, George H. Wand, Smith & Post, Corsair, Kate Lyons, Pamlico, Z. G. Simmons, J. C. Woodruff, Frank Bruce, Menominee, Charles Wall, Grace Whitney, Forest King, S. J. Luff, Rockaway, Horner, Denmark.

Owing to high freights vessel masters were enjoined to make every possible dispatch in getting round with their respective craft and this was carried out, as was never previously recorded. There was seldom an arrival in port when, if anything unusual had been accomplished in this line, it was not reported in nearly all the papers. As such instances rarely come to the surface in these latter days, pains have been taken to exhibit the record of 1866 which, in part, may be found as follows:

Propeller Wenona, Buffalo to Chicago and back in twelve days; detained by fog twelve hours while en route.

Propeller Edith, Captain C. W. Nichol, Detroit to Alabaster, and back in four days.

U. S. revenue steamer Fessenden, from Cleveland to Detroit in seven hours and thirty-five minutes.

Propeller Dunkirk, from Buffalo to Detroit and back in three days and eight hours.

Propeller Mayflower, from Milwaukee to Detroit in sixty hours.

Propeller Merchant, from Chicago to Buffalo and back to Milwaukee in eight days.

Propeller Genesse Chief, Captain Phineas Clark, from Detroit to Buffalo and back in three days.

Propeller Fountain City, from Malden to Buffalo, in twenty and one-half hours.

Bark H. P. Bridge, Captain Dan Ingraham, from Milwaukee to Detroit in three days, during heavy weather.

Bark Tanner, from Buffalo to Milwaukee and back in fifteen days.

Bark Alice, Captain T. A. Burke, from Chicago to Point au Barque in forty-eight hours.

Bark Orphan Boy, from Chicago to Buffalo, thence to Cleveland in five days and twenty-three hours.

Bark H. P. Baldwin, Captain J. P. Cotton, from Bar Point to Buffalo in seventeen and one-fourth hours.

Bark H. P. Baldwin, from Buffalo to Bar Point in seventeen hours.

Bark H. P. Bridge, Captain Ingraham, from Chicago to Buffalo, thence to Detroit in six days.

Bark Newsboy, from Milwaukee to Buffalo, and back to Detroit in seven days.

Bark Invincible, Captain Bateman, from Buffalo to Milwaukee and back in fourteen days.

The schooner Telegraph, Captain H. M. Allen, worked her way through ice from St. Clair river to Saginaw in nineteen hours.

Schooner Presto, Captain Myrick, from Cleveland to Detroit in ten hours without the aid of a tug or steam craft.

Schooner J. O. Moss, from Sandusky to Lexington and back in three days and ten hours.

Scow Falcon, from Port Huron to Cleveland and back in five days.

Schooner W. Hunter, from Sandusky to Port Austin and back in five days.

Schooner Ellen White, from Cleveland to Sand Beach and back in five days and twelve hours.

Schooner Eliza Logan, Captain Marcellott, from Cleveland to Port Huron in nineteen hours.

Schooner Lookout, Captain Graves, from Saginaw to Buffalo, in two days and sixteen hours.

Brig Empire State, Captain Mackie, from Chicago to Buffalo in four and one-half days.

Schooner Wm. Shupe, from Cleveland to Marquette and back in fourteen days.

Schooner Moselle made the same trip in the same time.

Schooner Lookout, from Buffalo to East Saginaw and back in twelve days.

Schooner Bonnie Doon, from Chicago to Saginaw, thence to Buffalo, and back to Chicago in eighteen days.

Schooner Lookout, Captain Graves, from Buffalo to Alpena and back in eleven days.

Schooner John Rice, Captain Wilson, from Alpena to Detroit and back in four days and five hours.

Schooner Atlanta, from Detroit to Sandusky and back in two and one-half days.

Schooner Wm. Fiske, Captain Cotton, from Buffalo to Saginaw and back in nine days.

Schooner E. S. J. Bemis, Captain McAuley, from Chicago to Buffalo and back to Detroit in nine days.

Schooner Nightingale, from Chicago to Buffalo in four and one-half days.

Schooner Clara Parker, from Chicago to Lake St. Clair in fifty eight hours.

Schooner B. F. Wade, from Buffalo to Toledo and back in five and one-half days.

Scow Nebraska, from Buffalo to Ashtabula and back in ninety hours.

Schooner Dauntless, from Chicago to Buffalo and back to Detroit in eight days and six hours.

Schooner R. Mott, from Oconto to Chicago and back, cargo each way, in five days.

The above trips were performed unaided by tugs in the river either way.

LAKE SUPERIOR TRANSIT COMPANY.

Thirteen steamboats will display the colors of the Lake Superior Transit Company in the port of Duluth during the coming season. These splendid craft will form practically a daily line, giving Duluth constant communication with Buffalo and the intervening ports. The boats, many of whose names are familiar, will be as follows: India, China, Japan, Winslow, Arizona, Nyack, St. Louis, Blanchard, Fisk, Empire State, Badger State, Idaho, and Fountain City. It is probable that the Fisk may be left out. The Arctic will run only to Portage. All will carry passengers except the Arizona, Blanchard and Fisk.

Some changes are announcod. The Nyack's master will be Captain Rhynas. The St. Louis will be in charge of Captain Brice who sailed the Arctic last season. The Arctic will be commanded by Captain Thorne who was on the St. Louis last year. The Blanchard will be run by Captain Greene who sailed the Starucca last year. The Fisk will have Captain Fury, a new master. The Idaho will have Captain Waite who sailed the Empire State which this year will have Captain McDougall for master. All the former captains will be in command with the exception of Captains Fury and McDougall who will be new men in that position on this line.

The Anchor line changes have already been noted. Mr. Christie says that fares will be lower between some points. From Duluth to Buffalo the passenger rate will be reduced from $27 to $26, and the round trip fron $50 to $45. From Duluth to Erie the fare will be lowered from $25 to $23, to Cleveland from $23 to $22. The fare to Detroit remains unchanged, but from here to Ashland, Washburn, and Bayfield the rate will be $5 for the round trip instead of $6 and $3 for the trip. Freight rates are still uncertain. The sailings have not yet been announced. The Starucca will not be on this route this year.—*Duluth Herald.*

THE REPUBLIC OF HONDURAS.

Special Correspondence to the Marine Record.

PORT CORTES, HONDURAS, April 8, 1886.

The growing friendship between the United States and her sister Central American Republics has prompted me to give you a few notes on the accidents and successes of navigation in the republic of Honduras, or, as it is generally called to distinguish it from the English colony of Belize, Spanish Honduras. I send you the marine disasters that have occurred in the neighborhood of the northern coast:

In January the German ship Antoine, laden with mahogany, and loading at the Chamelicon river, was driven ashore from her anchorage in a norther and became a total loss as regards her hull. Part of the outfit was saved and sold under the direction of Lloyd's agent. The cargo was fully saved and taken back into the river to await further shipment.

During the latter part of March the British ship Scottish Chief broke from her anchorage, off the Ulna river and became a total loss. Twenty hours after beaching not a vestige of the noble ship remained; she went into match wood. One log only of mahogany had been taken on board as cargo.

During the same norther the New Orleans steamship Ellie Knight was driven ashore at Truxillo and abandoned. The crews in each case were saved.

The Honduras Land and Navigation Company of Calumet, Michigan, last October, sent out, under the management of I. Parke Channing, men and material to build a stern wheel steamer for navigation on the Ulna and Blanco rivers. The steamer was built and finished at Port Cortes, launched on the 28th of November, christened the Ulna, and was ready for business early in December. She made her first trip in the Ulna river on New Year's day. Since then the steamer has been plying steadily on the river and slowly working up a traffic which may, in another year require other steamers to carry on.

The enterprise is conducted by a reliable northern Michigan company, who have a large concession of both mining and agricultural lands from the Honduras government. The lands along the river are a rich alluvial deposit, well adapted to grow maize, sugar cane, bananas, etc., etc. The banana traffic is now increasing, and growing to an immense trade. To any party wishing land for such purposes it is here and to be had in any number of acres, and the Honduranian government is most liberal to emigrants seeking farming lands. To my lake friends, some who will miss me on the lakes this season, I can say that I have spent a pleasant winter here, or, should I say summer, for it is summer always in this torrid zone.

I. G. PARSONS.

M. T. COUCHLIN,
MANUFACTURER OF AND DEALER IN
Oils & Engineers' Supplies
AND
COUGHLIN'S CHALLENGE COMPOUND,
TO REMOVE AND PREVENF INCRUSHTHION IN STEAM B ILERS, WHICH IT IS GUARANTEED TO DO.
49 North Market-st., Chicago.

SCOTT'S NEW COAST PILOT
IS SOLD BY
SHIP CHANDLERS
AND BY THE PUBLISHER,
GEORGE SCOTT,
AT 162 LARNED ST., E., DETROIT, MICH.

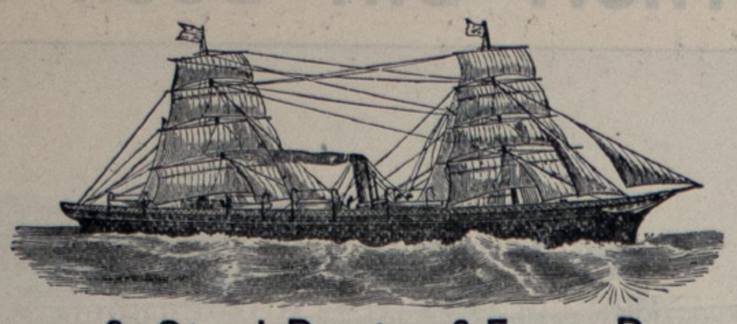
WM. H. RADCLIFFE,
Shipbuilder and General Repairing.
OLD RIVER BED, Ft. OF TAYLOR St.,
CLEVELAND, O.

PRESLEY & CO.,
Globe Drydock
Shipbuilding, Drydocking, Repairing and Spar Making.
CLEVELAND, OHIO.

R. W. ABRAM,
Wholesale and Retail Dealer in
FRESH AND SALT MEATS.
NO. 544 DETROIT ST., CLEVELAND, O.
Vessel Orders Promptly Filled.

DAVID BARNHISEL, Agent.
DOMESTIC & STEAM COAL
Cleveland, Ohio

GLOBE SHIPBUILDING CO.,



Build Iron & Steel Boats of Every Description.

Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

ST. MARY'S, OHIO. MONTPELIER, OHIO. OAR MILLS. NEPTUNE ANCHOR WORKS.

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

CORDAGE, OAKUM, WIRE ROPE,

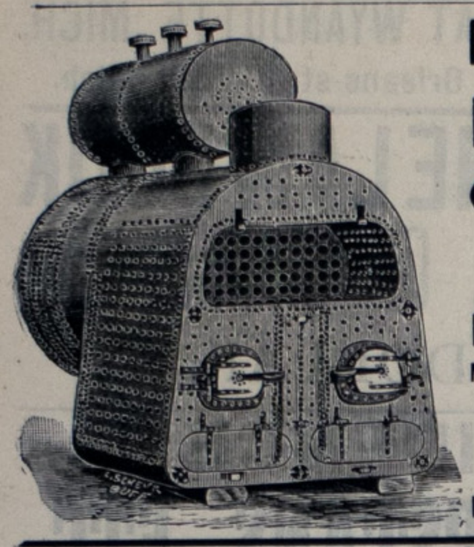
Chains, Anchors, Oars, Blocks,

RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

34 and 35 South-st, New York.



EAGLE BOILER WORKS,

M. RITER, Prop'r,

Cor. Indiana & Mary St.,

BUFFALO, N. Y.

MANUFACTURER OF

High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

REPAIRS PROMPTLY ATTENDED TO.

CRESCENT SHIP GREASE

Is especially prepared for MARINE use. It is far superior to tallow for slushing down spars, and can be applied without heating; gives them a fine, glossy appearance; is better than oil for lubricating Windlasses, Steering-gear, etc.

For Sale by Ship-chandlers Generally.

Manufactured by CRESCENT MANUFACTURING CO., 3 and 5 Michigan St., Cleveland, O.

COAL YOUR BOATS

AT

O. W. SHIPMAN'S

DOCK.

Quickest Despatch, Best Coal, Bottom Prices!

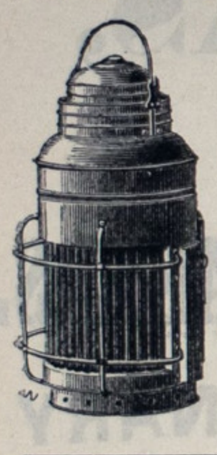
Dock---Adjoining S. F. Hodge's Iron Works,

DETROIT, MICH.

SIGNAL LAMPS

For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.



GET THE BEST AND AVOID COLLISIONS.

These Lamps give a more brillant light than any Signal Lamp now in use.

They have been adopted by the principal Ocean and Lake Steamers

Over Ten Thousand Now in Use.

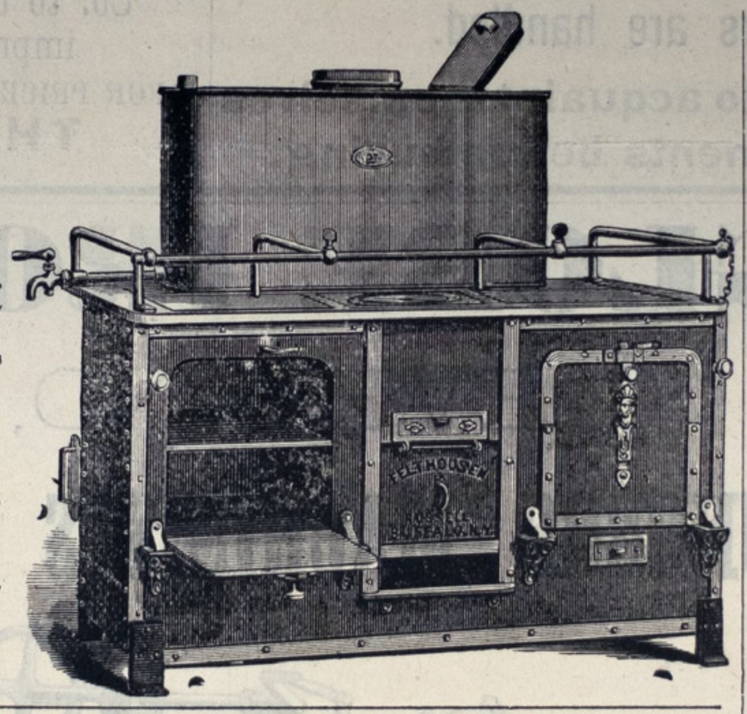
WE ALSO MANUFACTURE THE CELEBRATED

French Wrought Iron Ranges and Broilers of all Sizes for Steamers and Hotels.

Steamboat Copper, Tin, and Sheet Iron Workers.

FELTHOUSEN & RUSSELL,

139 & 141 MAIN ST., BUFFALO, N. Y.



HOWARD H. BAKER & CO.,

Ship Chandlers and Sail Makers,

HAVE REMOVED TO THEIR NEW AND COMMODIOUS STORE,

18 to 26 Terrace,

Corner of Commercial and Pearl Streets'

BUFFALO, N. Y.

D. S. AUSTIN. EMMET AUSTIN.

D. S. AUSTIN & CO.

Ship Chandlers & Sail Makers.

WHOLESALE AND RETAIL DEALERS IN

Cotton Duck, Cordage, Wire Rigging, Oakum, Pitch, Tar, Paints, Oils, Etc.

Vessels' and Steamers' Complete Outfits Furnished on Short Notice.

FOOT OF WASHINGTON STREET, BUFFALO, N. Y.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill.
Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings.

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

GEORGE SAAL'S SON.

Copper-smithing of all Kinds.

VESSEL WORK A SPECIALTY.

403 and 405 Detroit-st., corner Duane-st.,
Telephone 1638. CLEVELAND, O.

CAPT. GEO. A. SIMPSON,

Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses,

161 River St., Cleveland, O.

SAMUEL F. HODGE & CO.,

MANUFACTURERS OF

MARINE,

Stationary & Portable Engines,

MINING MACHINERY AND

PROPELLER WHEELS,

Riverside Iron Works, 314 to 326 Atwater Street,

DETROIT, MICH.

RUELLE & CO'S TUG LINE.

TUGS:

J. L. MINER, C. D. McKINNON, QUICKSTEP.

RIVER AND HARBOR TOWING,

STEAM PUMPS AND LIGHTERS.

WRECKING A SPECIALTY.

UP RIVER OFFICE, Belle Isle Ice Co.'s Dock. Telephone No. 199—3 rings

DOWN TOWN OFFICE, J. W. Westcott's foot of Woodward Ave. Telephone No. 55.

DETROIT.

WARD & JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

J. C. GOSS,

[SUCCESSOR TO ED MAYES.]

Sail Maker and Rigger,

16 Woodward ave., Detroit, Mich.

OVER H. D. EDWARDS & CO.

First class accommodation for storing vessel outfits Fire proof building Contractor for covering boilers.

A GIFT Send 10 cents postage, and we will mail you *free* a royal, valuable sample box of goods that will put you in the way of making *more money* at once than anything else in America. Both sexes of all ages can live at home and work in spare time, or all the time. Capital not required. We will start you. Immense pay sure for those who start at once. STINSON & Co., Portland, Maine.

Established in 1859.

HENRY LEOPOLD.

Manufacturer and Dealer in all kinds of fine and plain

FURNITURE & UPHOLSTERY,

And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.

Mattrasses and Vessel Furniture

A SPECIALTY.

Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.

CLEVELAND, OHIO.

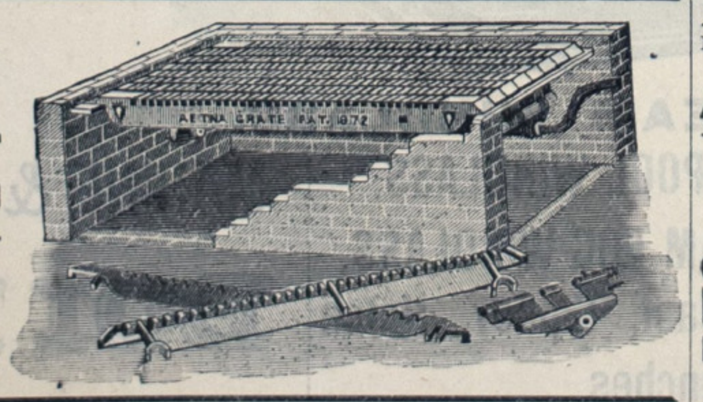
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



FOR SALE,

AT

THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

AMERICAN

SHIP WINDLASS COMPANY,

PROVIDENCE, R. I.

Established in 1857.

SOLE BUILDERS OF THE CELEBRATED

"PROVIDENCE"

WINDLASSES AND CAPSTANS.

ATTENTION

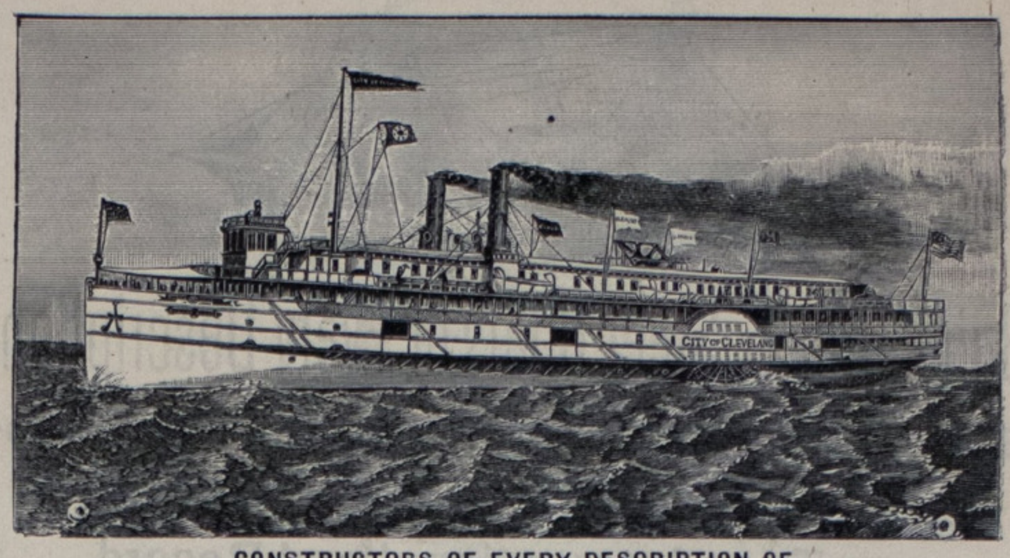
IS CALLED TO THE

GREAT IMPROVEMENTS

In Windlasses made within the past three months. These Improvements apply to windlasses of all kinds, for Steamships, Sailing Vessels, Yachts, and wherever Chains, Hemp or Wire Hawsers are handled.

The Public requested to acquaint themselves with these Improvements before buying.

DETROIT DRY DOCK CO.,



CONSTRUCTORS OF EVERY DESCRIPTION OF

Steel, Iron, Composite, and Wooden Ships.

IRON SHIP BUILDING WORKS AT WYANDOTTE, MICH.

Dry Docks and Repair Yard, ft. of Orleans-st., Detroit, Mich,

SEND FOR MARINE LAW BOOK

Which Gives all Points On Marine Law,

PRICE, ONE DOLLAR.

"THE PROVIDENCE"

WINDLASSES, CAPSTANS, ETC.,

IN CANADA.

THE WINDSOR FOUNDRY Co

Have made arrangements with the American Ship Windlass Co. to build their Celebrated Machinery, with latest improvements for use on Ship-board for Canada.

FOR PRICES, PLANS AND ALL OTHER IAFORMATION APPLY TO

THE WINDSOR FOUNDRY CO.,

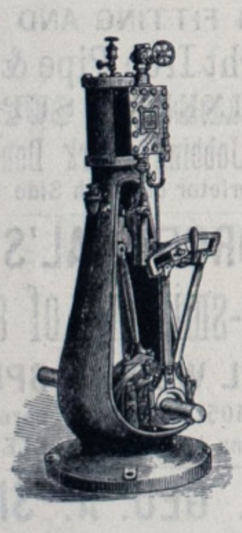
WINDSOR, HANTS COUNTY, NOVA SCOTIA.

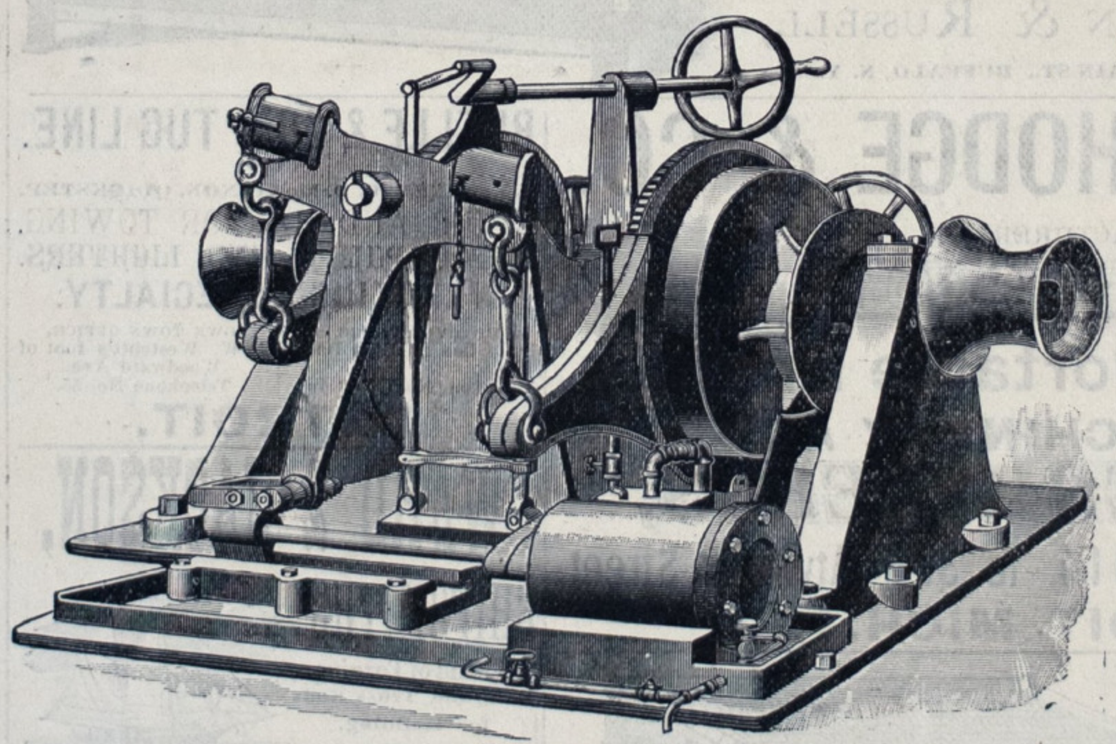
THE GLOBE IRON WORKS,

CLEVELAND, OHIO.

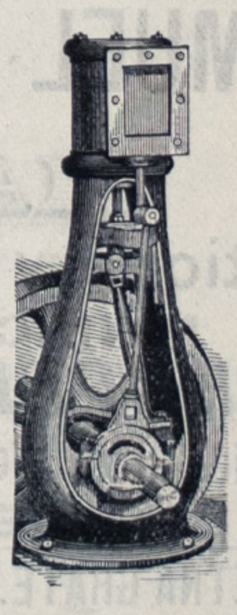
GENERAL FOUNDERS MACHINISTS AND BOILER - MAKERS.

MARINE.





STATIONARY



PATENT STEAM WINDLASS.

High Pressure,
Low Pressure,
Condensing,
Compound

MARINE AND STATIONARY ENGINES.

HAND AND SPOOL WINDLASS,
AMAZEEN BEAM LOG WINDLASS,
Centerboard, Mast, Gipsey, Hatch Winches,
Water Seal Stove Pipes, Chocks, Coal Scuttles, Hawse Pipes Cleats.

MARINE & STATIONARY

BOILERS,

MOK ST CKS,

General Plate and Sheet Iron Work.

ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.